



MARINE SAFETY NEWSLETTER



CONTENTS

Editor

Cheryl Robinson

Technical Writer

Patrick Shanks

Staff Assistant

Deborah Holland

The Marine Safety Newsletter is published by the USCG Marine Safety and Environmental Protection Directorate to collect and disseminate information that is of general interest to the maritime community. The monthly Newsletter prints abstracts of major USCG rulemakings, studies, special projects, and related events. Articles from non-Coast Guard sources may not represent USCG policy or views.

Contents of this publication are not copyrighted unless indicated. If not copyrighted, the material may be reproduced freely; citation of the Marine Safety Newsletter as the source is appreciated. Permission to reproduce any copyrighted material must be obtained from the original source.

Points of Contact

Cheryl Robinson, Editor

Voice: (703) 235-1604

(703) 235-1865

Fax: (703) 235-1062

E-mail address:

C h e r y l _ R o b i n s o n /

N M C @ C G S M T P . U S C G . M I L

URL: <http://www.dot.gov/dotinfo/>

uscg/hq/g-m/gmhome.htm

To receive the Newsletter monthly or to submit material for consideration, address requests to: Marine Safety Newsletter Editor, National Maritime Center, 4200 Wilson Blvd., Suite 510, Arlington, VA 22203-1804, tel.: (703) 235-1574, Fax: (703) 235-1062.

Contract #DTCG23-95-D-HMS026

News	2
RADM Card's Barge Letter	2
Actions at the International Maritime Organization (IMO) Regarding the International Safety Management (ISM) Code	4
TSAC Meeting Announcement	4
PTP Activities: "Champions" Meeting	4
IMO MSC/MEPC Working Group on the Human Element	5
Human Factors Engineering Training Course	5
Avondale Launches AHL Tanker	6
Coast Guard Lists Deficient Classification Societies; Port State Control, Part III	6
U.S. Coast Guard Reopens Comment Period for Radar Observer Endorsement	7
USCG Publishes Final Rule on Navigation Safety Equipment for Towing Vessels	7
Citizen's Group Retains Expert Advisors for Fire Protection Issues	8
Coast Guard Proposes Licensing and Manning Changes for Operators of Towing Vessels	8
ASTM Committee F-25 Announces the John Nachtsheim Award and Its First Recipient	8
Guy Hardwick, ASTM F25.05 Chairman, Selected to Lead U.S. Delegation for Computer Application Standards Development in ISO/TC-8	9
Commercial Fishing Vessel Advisory Committee Solicits Applications for Membership	9
National Offshore Safety Advisory Committee Solicits Applications for Membership	10
USCG Publishes Final Rule on Technical Amendments	10
Mariner Course Approvals	10
The G-M World Wide Web—Not Just Coast Guard Information	11

Additional sections of the newsletter are in separate files as listed below:

G-M Regulatory Projects	7-96-B
Calendar and Events	7-96-C
G-M Telephone Numbers	7-96-C

NEWS

RADM Card's Barge Letter

From time to time, the Marine Safety Newsletter will make a few changes from your input and the survey feedback. Since reorganization, a suggestion has been made to include the old/new symbols/names and current telephone numbers of the Marine Safety and Environmental Protection Directorate (G-M) at CG Headquarters. The list is on the last newsletter page and we suggest you tear away for future reference.

RADM James C. Card, Chief of the Marine Safety and Environmental Protection Directorate, has expressed his concern with respect to barges. RADM Card shared his concern with the barge industry through a general letter. He suggests that we—every member of the maritime community—become more adept at systematically identifying and quantifying risk. The following is the text of the letter.

Dear Tank Barge Owner/Operator,

I am deeply concerned about recent significant pollution incidents involving single hull tank barges. Over the last few years, with the excellent support of the Towing Safety Advisory Committee and the American Waterways Operators, the Coast Guard has made great strides in examining root causes of mishaps. Still, problems persist which present some difficult challenges as we attempt to identify those barges which pose a higher risk on our waters. I feel we are now compelled to take additional actions to those already underway to avert similar incidents in the future.

Two significant spills have occurred recently which involved the major structural failure of tank barges. In one, and possibly both cases, structural discontinuities, weather conditions and loading may have been factors. I believe the root causes of these barge casualties are not isolated instances. Coast Guard Headquarters and the Marine Safety Center are now reviewing single hull tank barge structural failures over the past ten years to identify possible physical characteristics, operating conditions, human factors, or any other elements which may be common to these rare, but nonetheless unacceptable casualties.

It may well be necessary to eventually make appropriate modifications to the currently applicable tank barge inspection, operations, licensing, and manning regulations or policies. In any case, I am sure that there will be some identifiable risk factors associated with certain single hull tank barges, factors which, if mitigating action was taken, could prevent some casualties from occurring. Therefore, our long term goal will be to devise a targeting matrix, using the philosophy which has proven so successful in the Port State Control initiative. This will help you and the Coast Guard identify which single hull tank barges are at greatest risk. This targeting scheme will then be used to implement appropriate remedial actions, many of which will be your responsibility to initiate. Other than alerting our inspectors to be cognizant of the issues raised in this letter when conducting routine inspections, we do not plan to undertake any specific Coast Guard initiatives until our analytical studies are completed.

Recognizing the adverse impact to everyone affected by single hull tank barge pollution cases, I strongly believe that positive actions must be taken by each of you immediately. As a prudent operator, I feel that you are in the best position to exercise your industry experience and professional judgement to assess potential risks, and to proactively move to prevent more of these potentially damaging incidents.

To assist you, I suggest that you carefully consider the following list which includes some elements which could individually, or in combination, signal potential high risk. Ask yourself how each of your barges measures up. The more items which you answer with a "yes," the higher the risk. If uncertain about the answer to any question, ask yourself, "As a responsible operator, do I have this matter in hand?"

NEWS (CONT'D)

While admittedly not a technically comprehensive risk assessment tool, we believe that this interim approach can provide you some insight to help determine if one of your barges is heading toward trouble. It may well be time to institute your own corrective measures. Furthermore, although the focus of our discussion is on single hull tank barges, we believe the risk assessment test and elemental details are equally appropriate for all tank bargers.

Sincerely,

J.C. CARD

Rear Admiral, U.S. Coast Guard

Chief, Marine Safety and Environmental Protection

Encl: (1) Risk Assessment Test

Risk Assessment Test

1. Is the barge more than 20 years old?
2. Have more than 3 years elapsed since the last Coast Guard dry docking or internal structural examination? During these inspections, are fractures, distortions and wastage found in the same locations each time? (check your inspection history/log)
3. Does your company lack a policy in which a designated person routinely examines a barge structure looking for obvious deformities, such as deck buckling, fractures, wastage, etc.?
4. Has it been more than 5 years since the hull was gauged?
5. Does the barge's current route exceed the original engineering design?
For example, a barge designed for rivers now operating in unprotected lakes, bays and sounds, exposed parts of the intracoastal waterway or coastwise routes could present a serious operational risk.
6. Is the barge routinely subjected to physical damage, however minor, in this service? (such as bunkering or lightering)
7. Does the tank barge lack written cargo loading and off-loading procedures to minimize hull stress, developed in consultation with a naval architect? Do you routinely load the vessel unevenly with some tanks empty while others are full?
8. Has the barge been either removed from class or never classed?
9. Does the barge ever operate in weather or sea conditions which exceed any special limitations of operating conditions explained on the Certificate of Inspection?
10. Is the barge over 200 feet in length?
11. Does the length of the barge exceed more than 25 times its depth?
12. Over the life of the barge, has more than 20% of its shell plating or internal structure been renewed?
13. Has the barge been intentionally or unintentionally grounded since its last drydocking or internal structural examination?
14. Does the company lack a policy which requires all groundings to be reported to the Coast Guard, along with a requirement for a subsequent inspection of the hull structure?
15. Does the company lack policy and follow-up measures to ensure that all tankerman strictly follow the company's approved cargo loading procedures?
16. Is the authority within a company to remove a barge from service, even temporarily, because of concern about its fitness reserved only for senior management?
17. Is the tank barge routinely grounded at a facility during loading/offloading operations?
18. Does the company lack a policy requiring a designated person to visually examine the barge's external structure after each cargo off-load?
19. Has the barge ever had an incident when the deck or trunk buckled?

NEWS (CONT'D)

Actions at the International Maritime Organization (IMO) Regarding the International Safety Management (ISM) Code

IMO's 66th session of the Marine Safety Committee (MSC 66) met at IMO Headquarters in London, from 28 May to 6 June 1996. On the agenda were concerns regarding the effective date of the ISM Code, July 1, 1998. This date is the effective date tankers (oil, chemical and gas), bulk carriers, passenger ships (including high speed craft) and high speed cargo ships must comply with the new Chapter IX of SOLAS.

IMO's Secretary-General opened the session speaking about the major work the Committee had concluded to improve ships safety on the "hardware" side, and to further shift to the "software" by focusing actions on the human element. He stated that he strongly believed the effective implementation of the revised STCW Convention will have a most favorable impact on safety at sea and the maritime environmental protection.

He went on to state that IMO should not only see the beneficial results from its efforts to improve the standards of training and certification but should equally have expectations for a smooth, timely and effective implementation of the ISM Code with its contingent improvements to safety. It was for this reason that he was concerned that so far only a small percentage of shipping companies and ships had either applied for or obtained the certification required by the ISM Code although the need for their doing so was emphasized by the 1994 SOLAS Conference and IMO's Assembly and its implementation date was now not too far away. Against this background, the Secretary-General submitted a document (MSC 66/19/3) inviting the Committee to address the issue and take appropriate actions.

The MSC, sharing the Secretary-General's concern, considered what actions could be taken to address the issue anew and increase awareness of its implications if prompt actions were not expeditiously taken within the remaining time between now and July 1998. No amendments were requested or agreed upon by MSC 66 regarding the date of effectiveness of the ISM Code or to its existing guidelines in MSC Circulars. No proposals arose to amend Chapter IX of SOLAS or any existing Assembly resolutions on the guidelines or implementation of the ISM Code. To this end, MSC 66 agreed to refer the matter to the Human Element Working Group, which was instructed to prepare a draft MSC circular on the timely and effective implementation of the ISM Code.

Thus, no amendments to the existing Code were adopted and the effective date remains at July 1, 1998. It was stated at MSC and has been agreed upon internationally to set up a safety management system and to have it externally audited and certificated under the ISM Code takes up to 24 months. The time to act is now.

If you should have any questions regarding the U.S. implementation of the ISM Code, please contact Mr. John Hannon, G-MOC-2, (202) 267-1464 or Mr. Bob Gauvin, G-MSO-2, (202) 267-1181. By Internet mail the address is rgauvin@comdt.uscg.mil

TSAC Meeting Announcement

The Towing Safety Advisory Committee (TSAC) and its working groups will meet August 13-14, 1996 to discuss various issues relating to shallow-draft inland and coastal waterway navigation and towing safety. The agenda will include working group reports and discussion of various Coast Guard programs such as Prevention Through People and Marine Safety Investigation. The TSAC working groups and Committee meeting will be held at U.S. Coast Guard Headquarters. For more information contact LTJG Patrick J. DeShon at (202) 267-2997.

PTP Activities: "Champions" Meeting

In a continuing effort to encourage the implementation of the Prevention Through People (PTP) program, Rear Admiral James C. Card met with the PTP "Champions" on June 19, 1996. The "Champions" are a group of marine industry leaders, and held their first meeting to provide guidance on the development and implementation of PTP. The group represents many sectors of the marine industry including shipbuilding, tankers, OSVs, towing and barges cruising, and labor. The Commandant of the U.S.

NEWS (CONT'D)

IMO MSC/MEPC Working Group on the Human Element

Coast Guard, Admiral Robert E. Kramek, also attended and the group offered advice on PTP programs, plans, and implementations. Various ways were discussed that the marine industry and the Coast Guard could take to make U.S. ports and waterways safer.

The bulk of the discussion centered on how to get more of the companies who operate in and around U.S. waters involved in improving their operations and reducing human casualties, pollution, and cargo losses. Other topics included sharing knowledge of the "best practices," reaching out to other groups such as pilots and port authorities, and coordinating PTP within the international arena. For information about PTP, contact the U.S. Coast Guard Human Element and Ship Design Division at (202) 267-2997.

The Joint MSC/MEPC Working Group on the Human Element met at IMO Headquarters in London from 29 May to 6 June 1996. Prior to the meeting, the United States submitted a proposal for an approach to the development of a human factors strategic plan for the Organization. The proposal was developed by the intersessional MSC Correspondence Group on Human Element and recommended that a set of human element principles be developed as a first step.

The Joint Working Group refined the proposal to eight principles, an example of which is: The Organization, when developing regulations, should honor the seafarer by seeking and respecting the opinions of those doing the work at sea.

The principles will initially be disseminated as an MSC Circular. The next step in the process is to develop a set of goals in support of the principles before the next meeting of the Committee, which is scheduled for December 2, 1996. Simultaneously, the Correspondence group is developing a series of human element-related steps which must be addressed for new proposals.

Human Factors Engineering Training Course

The first Human Factors Engineering training course was held recently at U.S.C.G. Marine Safety School at Yorktown RTC. The 31/2 day training for the 20 attendees included 2 shipboard visits and information about the human factors issues to look for during normal marine inspections.

The establishment of this course is aimed at the "train more" goal of the Coast Guard's Prevention Through People (PTP) program. The students were taught to assess management's attitude towards vessel safety and take appropriate steps to improve management policy, procedures, and guidance. The concern for human error prompted a closer look at such human factors issues as accessibility and maintainability of equipment, crew training, and human-machine interface through controls. The course also introduced the students to appropriate references from the ASTM Standard for Human Engineering Design for Marine Systems, Equipment and Facilities (ASTM F-116). The human factors issue identified during inspections will be reported to vessel crews and operators for consideration. The findings of the inspection will also be reported to the Commandant (G-MOC) for central organization and review.

The Human Factors Engineering training provided to Marine Inspectors (MI) will not just result in improvements to the standards forming the base of our systematic approach to safety. PTP is a global change in the way we approach safety, and as the safety culture changes within the marine industry, the MI will become a resource in supporting the "pillars"—management, working environment, behavior, and new technology. As this concept matures, MIs will be used as a resource in shipboard and fleet safety meetings, in examining near-accidents, and in pre-evaluating new equipment installations.

In the opening remarks of the course, CAPT Schrinner commented, "...even when ships are in full compliance with the relevant regulations and standards, accidents can,

NEWS (CONT'D)

still, and do happen.” It is through training such as this course that the necessary cultural change occurs. It is not regulation that needs to be revised, but rather a change of viewpoint focusing on the human element. The success of this course has prompted a proposal to continue the program four times a year at RTC Yorktown.

Avondale Launches AHL Tanker

Just one year after signing the contract, Avondale has launched the forebody of the first of four double-hull product/chemical tankers for American Heavy Lift Shipping Co. (AHL) of New Orleans.

The event marked the first launching of a commercial double-hull tanker in the U.S., designed and constructed to comply with requirements of the Oil Pollution Act of 1990 (OPA 90). This launching follows Avondale's delivery earlier this month of the T-AO 203, USNS LARAMIER, the third of three double-hull tankers built for the Navy by Avondale. Immediately after launching, the double-hull forebody was floated into Avondale's 20,000 ton dry dock for joining to an AHL existing stern from which the existing forebody had been removed. Extensive enhancements are also being made to the existing stern. The completed AHL product/chemical carrier is scheduled for delivery in September.

Coast Guard Lists Deficient Classification Societies; Port State Control, Part III

For well over a year, the world's classification societies have been awaiting the U.S. Coast Guard's promised compilation and publication of how the various societies have stacked up in terms of Coast Guard vessel intervention records.

The Coast Guard has issued a listing, the last of a three-part Port State Control Initiative, designed to make American waters inhospitable to substandard ship. The first two parts were listings of ship owners and operators, and flag-states with above-average ship interventions.

The threat of publishing this latest “black list” moved some societies to clean up their acts before the list was compiled.

The “targeted” societies were put on a point system, for other “risk factors” including owner/operator, flag, age, vessel type and ship history comprise the targeting-matrix used by the Coast Guard to prioritize its vessel inspection activities.

For class societies, the lowest score—zero—is actually the best because it represents average Coast Guard interventions (the “intervention-ratio”). The worst score or highest ratio is five points.

Before turning to the 11 members of IACS (the International Association of Classification Societies), the Coast Guard automatically gave five points to the 50 societies that do not comply with the International Maritime Organization's class society guidelines.

The maximum point-penalty was also slapped on two societies that IMO had earlier this year removed from its list of non-conformers—the Hellenic Register of Shipping, with a Coast Guard intervention-ratio of 44.44%, and the Indian Register of Shipping, with a 12.50% intervention ratio.

Next was the three-point tier, with the Russian Register of Shipping (8.0%), and Polski Pejestr Statkow (5.80%). One point each went to China Classification Society (4.90%), Germanischer Lloyd (4.01%), Registro Italiano Navale (3.10%), Bureau Veritas (2.98%), and Korean Register of Shipping (2.60%).

Sitting in the top category, with no points, were Det norske Veritas with its razor-thin 0.60% detention-ratio, Lloyd's Register of Shipping (1.60%), American Bureau of Shipping (2.02%), and Nippon Kaiji Kokai (2.10%).

The listing used data collected last year, during which 35% of the 517 foreign-flag ships that the Coast Guard detained were for “deficiencies attributable to their class societies.” Deficiencies considered society responsibilities included equipment and

NEWS (CONT'D)

U.S. Coast Guard Reopens Comment Period for Radar Observer Endorsement

machinery failure, serious safety system wastage and outdated equipment.

The classification society listing will be revised annually.

The U.S. Coast Guard announced the second reopening of the public comment period for the Interim Rule on Radar - Observer Endorsement for Operators of Uninspected Towing Vessels. The announcement appeared in the May 3, 1996 edition of the Federal Register.

The Coast Guard originally published the Interim Rule Oct 26, 1994, with an effective date of Feb 15, 1995. The comment period was then reopened Feb 14, 1995 and the effective date changed to June 1, 1995.

Public comments submitted during these periods, as well as further evaluation of the Interim Rule by the Coast Guard, revealed certain issues requiring additional clarification. The Coast Guard invites comments on any feature of the Interim Rule and especially invites comments on specific items listed in the Federal Register announcement.

Written comments must be received no later than July 2, 1996, and addressed to the Executive Secretary, Marine Safety Council (G-LRA./3406), Docket #94-041, USCG Headquarters, 2100 Second Street, SW., Washington, DC 20593-0001. Comments can also be delivered to room 3406 at the same address between 8 a.m. and 3 p.m., Monday through Friday, except Federal holidays.

For additional information or a copy of this Notice contact LCDR Don Darcy, Project Manager, Operating and Environmental Standards Division (G-MOS), 2100 Second Street SW., Washington DC 20593-0001. Call (202) 267-0221 or fax requests to (202) 267-4570.

An electronic version of the Public Notice can also be obtained via the World Wide Web at: http://www.access.gpo.gov/su_docs

USCG Publishes Final Rule on Navigation Safety Equipment for Towing Vessels

Soon after the fatal accident on September 22, 1993, near Mobile, Alabama, in which a barge collided with a railroad bridge and caused Amtrak's Sunset Limited to plunge into a bayou, the Secretary of Transportation directed the Coast Guard and the Federal Railroad Administration to review the circumstances of the accident and undertake initiatives to minimize the risk of any similar tragedy occurring in the future.

Complying with the direction of SECDOT, on July 3, 1996, the Coast Guard published a final rule on "Navigation Safety Equipment for Towing Vessels" in the Federal Register (61 FR 35064).

The final rule constitutes part of a comprehensive initiative by the Coast Guard to improve navigational safety for towing vessels. Other regulatory efforts are concentrating on reporting of casualties, licensing, and training on radar. This rule, however, helps ensure that the mariner piloting a towing vessel has adequate equipment to safely navigate the waters being transited. The rule imposes requirements for carriage of radar, searchlights, radios, compasses, swing-meters, echo depth-sounding devices, electronic position-fixing devices, marine charts or maps, and publications; requirements for the proper use of this navigation equipment; requirements for the maintenance, inspection, and serviceability of towlines, towing gear, and terminal gear; and general requirements for navigation safety. The rule also requires towline maintenance measures to avoid tragic spills like the one caused by the T/B MORRIS J. BERMAN along the coast of Puerto Rico in January, 1994, where it lost about 750,000 gallons of #6 fuel oil when its towline parted and the tugboat was unable to retrieve its barge before it went aground.

For additional information, call Mr. Ed Laurie, Navigation Rules Division (G-MOV-3), at (202) 267-0416, or LCDR Suzanne Englebert, Project Development Division (G-MSR-2), at (202) 267-6490, Office of Marine Safety and Environmental Protection, U.S. Coast Guard Headquarters, 2100 Second Street SW., Washington,

NEWS (CONT'D)

Citizen's Group Retains Expert Advisors for Fire Protection Issues

DC 20593-0001. Normal office hours are between 8 a.m. and 5 p.m., Monday through Friday except Federal holidays.

A consultant retained to advise the Prince William Sound Regional Citizens' Advisory Council (RCAC) on fire protection issues will visit Alaska in June to conduct the on-site portion of its review.

The firm of Hildebrand and Noll Associates, Inc., of Port Republic, Maryland, will review fire-related contingency plans and audits of fire-related procedures and systems. The consultant will review and analyze the adequacy of firefighting resources, and review model fire response plans to determine possible improvements for Prince William Sound. The project scope covers fire at the Valdez Marine Terminal, and fire on board tankers at berth and underway.

In a related issue, a working group has been organized to address specific fire response issues at the Valdez Marine Terminal. The working group consists of RCAC, Alyeska Pipeline Service Company, the State Fire Marshall's Office, Valdez fire officials, the U.S. Bureau of Land Management and the Alaska Department of Environmental Conservation.

Fire Protection Task Force separate working group, chaired by the U.S. Coast Guard Marine Safety Office in Valdez, is addressing fire issues on board tankers.

Hildebrand and Noll will consult with both groups in the course of its review.

Coast Guard Proposes Licensing and Manning Changes for Operators of Towing Vessels

On June 19, 1996, the Coast Guard published a notice of proposed rulemaking (NPRM) on Licensing and Manning for Officers of Towing Vessels in the Federal Register Part V (61 FR 31332).

The rulemaking proposes to revise the requirements for licensing and manning of towing vessels, uninspected as well as inspected. It would create new licenses with additional levels of qualification, enhance training and operating experience, and require practical demonstrations of towing skills.

The proposed rulemaking is based on the investigation of a collision of a towing vessel and its barges with a railroad bridge, near Mobile, Alabama, in September 1993, causing 47 deaths. Following this accident, the Coast Guard concluded that improvements in the licensing, training, and qualifications of officers of towing vessels could reduce the number of marine casualties aboard these vessels. This notice is the result of an extensive, cooperative effort between the Coast Guard and the towing industry.

The NPRM solicits comments on the proposed rules. Written comments must be received on or before October 17, 1996, and addressed to the Executive Secretary, Marine Safety Council (G-LRA/3406), Docket #94-055, USCG Headquarters, 2100 Second Street, SW., Washington, DC 20593-0001. Comments may also be delivered to room 3406 at the same address between 8 a.m. and 3 p.m., Monday through Friday, except Federal holidays.

For additional information or a copy of this notice contact LCDR Don Darcy, Project Manager, Office of Operating and Environmental Standards (G-MSO), 2100 Second Street SW., Washington, DC 20593-0001, telephone (202) 267-0221 or fax requests to (202) 267-4570. The NPRM will also be available on the World Wide Web at <http://www.dot.gov/dotinfo.uscg/hq/nmc/nmc>.

ASTM Committee F-25 Announces the John Nachtsheim Award and Its First Recipient

The John Nachtsheim Award is awarded by Committee F-25 on Ships and Marine Technology in recognition of meritorious contributions to the cause of voluntary standardization, specifically with respect to marine technology standards, by a group of individuals in a not-for-profit or government organization, or to any portion or all of such organizations. The award was established by ASTM Committee F-25 in honor of an esteemed member of the Committee and one of its original founders, John

NEWS (CONT'D)

Nachtseim. Mr. Nachtsheim had a distinguished career of public federal service in the maritime field including Director of the Maritime Transportation Research Board, National Academy of Sciences, President of two maritime professional technical societies — the American Society on Naval Engineers (ASNE) and the Society of Naval Architects and Marine Engineers (SNAME): as well as serving as a U.S. Maritime Associate Administrator for Research and Development.

The United States Coast Guard Marine Safety and Environmental Protection Directorate (G-M) is the first recipient of the John Nachtsheim Award in recognition of prominent leadership and meritorious contributions in Committee F-25 to the cause of voluntary standardization made by a public or not-for-profit organization.

The United States Coast Guard has both organizationally and through its various individuals or group of individuals been the government leader in the promotion of and adoption of voluntary consensus shipbuilding and marine standards for the past eighteen years since the founding of ASTM Committee F-25. The U.S. Coast Guard has provided workers and leaders at all levels in standards development in Committee F-25 from task group leaders, subcommittee chairs members of the Executives Subcommittee to Vice Chairman of the Committee.

Guy Hardwick, ASTM F25.05 Chairman, Selected to Lead U.S. Delegation for Computer Application Standards Development in ISO/TC-8

Mr. Guy Hardwick, Vice President - General Manager Marine Systems, TANO Automation, Inc. and Chairman ASTM F25.05 on Computer Applications, has been appointed by the Chairman, U.S. Technical Advisory Group to ISO/TC-8 (Ships and Marine Technology) to serve as the U.S. representative and Head of U.S. delegation to the ISO/TC-8 Subcommittee 10 on Computer Applications for a minimum three year term. This ISO subcommittee is responsible for international standards on computer applications for ship operatives, shipbuilding and repair, ship-to-shore, vessels for inland navigation, offshore structures, and to all other marine structures subject to IMO requirements.

This assignment further facilitates the ASTM F-25 relationship with ISO/TC-8 and enhances the use of ASTM standards as the candidate standards for the U.S. position in the international standards development process.

Commercial Fishing Vessel Advisory Committee Solicits Applications for Membership

The U.S. Coast Guard is seeking applicants for appointment to membership on the Commercial Fishing Industry Vessel Advisory Committee (CFIVAC). The committee is a 17 member Federal Advisory Committee that provide advice to the Coast Guard on matters relating to the safety of commercial fishing vessels. Members serve for a term of three years. CFIVAC meets at least once a year at different seaport cities nationwide. Subcommittee and special meetings may be called to consider specific problems as required.

Applications will be considered for five expiring terms as follows: three members from the commercial fishing industry who reflect a regional and representation balance who have experience in the operation of vessels to which chapter 45 of Title 46 United States Code applies; one member with a naval architect or survey or background; and one member from the general public. Persons selected as general public members are required to complete a Confidential Financial Disclosure Report, SF450, on an annual basis. The purpose of the report is to determine compliance with conflict of interest laws. In support of the U.S. Department of Transportation's policy on ethnic and gender diversity, the Coast Guard is especially seeking applications from qualified women and minority group members.

To request an application either call (202) 267-0836 and give your name and mailing address, or write to Commandant (G-MSO-2), U.S. Coast Guard, 2100 Second Street SW., Room 1210, Washington, DC 20593-0001. Completed applications must be received by August 15, 1996. For further information contact, CDR Mark D. Bobal, at (202) 267-0836.

NEWS (CONT'D)

National Offshore Safety Advisory Committee Solicits Applications for Membership

The U.S. Coast Guard is seeking applicants for appointment to membership on the National Offshore Safety Advisory Committee (NOSAC). This Committee is a 14-member Federal Advisory Committee that provides advice to the Coast Guard on matters relating to safety and environmental protection in the offshore mineral and energy industries. Members serve for a term of three years. NOSAC meets twice a year, usually at Coast Guard headquarters in Washington, DC, and in a Gulf Coast city such as Houston or New Orleans. Subcommittee and special meetings may be called to consider problems as required.

Applications will be considered for four positions, expiring in January 1997, as follows: one member each with experience in offshore operations, diving services, pipelaying, and general public interest associated with offshore activities. All members serve without compensation (neither travel nor per diem) from the Federal Government. Persons selected as general public members are required to complete a Confidential Financial Disclosure Report, SF450, on an annual basis. The purpose of this report is to determine compliance with conflict of interest laws. Those persons who have submitted previous applications must reapply, as no applications received prior to this solicitation will be considered. In support of the U.S. Department of Transportation's policy on ethnic and gender diversity, the Coast Guard is especially seeking applications from qualified women and minority group members.

To request an application either call (202) 267-1181 and give your name and mailing address, or write to Commandant (G-MSO-2), U.S. Coast Guard, 2100 Second Street SW, Room 1210, Washington, DC 20593-0001. Completed applications must be received by November 30, 1996. For further information contact, James M. Magill, NOSAC, at (202) 267-1082 or by fax at (202) 267-4570.

USCG Publishes Final Rule on Technical Amendments

On June 28, 1996, the Coast Guard published a final rule on "Technical Amendments; Organizational Changes; Miscellaneous Editorial Changes and Conforming Amendments" in the Federal Register (61 FR 33660).

The rule amends Title 33, Code of Federal Regulations to reflect agency organizational changes as a result of Coast Guard Headquarters comprehensive streamlining and reorganization. This rule reflects the redistribution of functions and responsibilities due to the reorganization.

The rule also makes editorial changes throughout the title to correct addresses, update cross-references, remove obsolete regulatory provisions, and make other technical corrections. This rule will have no substantive effect on the regulated public. The rule became effective on June 30, 1996.

For additional information, contact Mrs. Janet Walton, Project Manager, Office of Standards Evaluation and Development, Project Development Division (G-MSR-2), U.S. Coast Guard Headquarters, 2100 Second Street, SW, Room 1312, Washington, DC 20593-0001.

Mariner Course Approvals

SCHOOL	COURSE	EFFECTIVE DATE
RTM Center for Advanced Maritime Officers Training Dania, FL	Radar Observer Recertification	Jun 6, 1996
Freemont Maritime Service, Inc. Seattle, WA	Firefighting-Basic (2-day), and Basic and Advanced (5-day)	Jun 1, 1996
Marine Safety International Middletown, RI	Radar Observer-Unlimited (5-day), and Recertification (1-day)	Jun 1, 1996

NEWS (CONT'D)

SCHOOL	COURSE	EFFECTIVE DATE
Maritime Institute San Diego, CA	Rules of the Road Training - 1 and 2 day course	Mar 1, 1996
First Aid Institute National Safety Council Itasca, IL	First Aid and CPR	Mar 1, 1996
Center for Maritime Education New York, NY	Radar Observer Refresher (3-day) Recertification (1-day)	Jun 12, 1996
Inland Barge Training Inc. Pass Christian, MS	Deckhand Training	Jun 1, 1996
State University of New York Fort Schuyler, NY	Tankbarge/Tankship (PIC) Dangerous Liquids (DL)	Jun 15, 1996
ProCaptains Paramus, NJ	Safe Boating	Jun 1, 1996
GT- gross tons MMD- merchant mariner's document	OUPV- operator of uninspected passenger vessels PIC- person in charge	

**The G-M World Wide
Web—Not Just Coast
Guard Information**

URL <http://www.dot.gov/dotinfo/uscg/hq/g-m/gmhome.htm>

The Coast Guard's Marine Safety and Environmental Protection Home page has been set up to provide the maritime community with as much information as possible. Coast Guard Information sources are published; however, information from other government agencies, other governments and international operations is also published on the G-M World Wide Web site. Currently on the site are regulations from NOAA, Dept. of State, and OSHA. Reports from the International Maritime Organization and The Marine Board are also posted. In short, the G-M home page is a source of any information pertaining to marine safety and environmental protection. Calls and inquiries have prompted clarification on the publications section.

Click on USCG Marine Safety General Information and Publications. Then click on the "publications" button. This leads to a menu of the following:

- The Marine Safety Newsletter
- Proceedings of the Marine Safety Council
- The Marine Safety Manual
- Navigation and Vessel Inspection Circulars
- Special Reports such as the Passenger Vessel Study Group's report on Cruise Ship Safety and Ship Structure Committee Reports
- Oil Spill Response Organization Guidelines—the revised guidelines for conducting the Coast Guard's Oil Spill Removal Organization (OSRO) program
- Marine Technical Notes from the Marine Safety Center

Your input is solicited as to the usefulness of the homepage information and as to the ease of format. Expansion of the homepage is planned to include a broader base of information including safety alerts, lessons learned, investigations, inspections and compliance, and USCG Marine Safety forms.
